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Meeting Notes

Attendees:	See Attached List	Date/Time:	11/27/01 5:00 to 7:00PM open house & 7:00PM Presentation
		Project No.:	50885
Place:	Londonderry High School, Londonderry, NH	Re:	Londonderry Public Informational Meeting
		Notes taken by:	Bruce A. Tasker

Prior to the formal presentation, plans were setup in an "open house" setting to address issues, comments, and questions in an informal manner with the public on an individual basis.

For the formal meeting, Jeff Brillhart opened the meeting and made introductions. He explained that this meeting is one of five Public Informational meetings being held by the Department in each of the communities along the study section of I-93 from Salem to Manchester. This meeting focuses what the Department has been doing for the last several months for the 18-mile study section of I-93 and more specifically the section of I-93 in Derry/Londonderry beginning at the town line and running northerly to the Londonderry/Manchester Town line.

Jeff noted explained the Department is charged with improving the capacity and safety this 18-mile section. He explained that in the Salem and Manchester areas, the highway currently carries over 110,000 vpd (vehicles per day) and 70,000 vpd, respectively. I-93 has a theoretical capacity to carry in the vicinity of 60,000vpd to 70,000 vpd. By 2020, the projected volumes are approximately 140,000 vpd in Salem and 85,000 vpd in Manchester. The highway is over capacity today. Given the volume of vehicles on the highway, and the narrow width of the highway, I-93 is less forgiving than it otherwise might be, and consequently less safe.

The Department is conducting the design and evaluation process using the format of the Environmental Impact Statement (EIS). The EIS follows five phases. The first phase or Scoping phase was completed in May 2000 with the publication of the Scoping Report. The second phase was completed in February of 2001 with the publication of the Rationale Report. The Rationale Report documents the evaluation and screening of various alternatives. The recommendations in the Rationale Report include the following:

- Consider widening I-93 to be three lanes in each direction the entire length.
- Consider widening I-93 to be four lanes in each direction the entire length.
- Consider widening I-93 to be four lanes south of Exit 3 and three lanes north of Exit 3 in both directions.

- Construct park and ride lots at Exits 2, 3, and 5, and enhance the Exit 4 Park and ride lot as appropriate.
- Expand existing bus service to Boston with stops at Exits 2, 3, and 5 as well as Exit 4.
- Enhance bus service by providing service between the NH park and ride lots and the industrial areas along I-93 in northern Massachusetts.
- Utilize Intelligent Transportation System Technology (ITS) and improve upon the Department's incident management capabilities.
- Incorporate TDM and TSM measures as practicable. The TSM would include short-term, localized improvements to address immediate safety concerns and capacity improvements where possible. TDM measures include initiatives to encourage motorists to carpool, use bus service, telecommute, and otherwise make fewer trips, and thus reduce demand on the highway.

The Rationale Report also suggested that the Department not pursue the following:

- Instituting rail service as part of this project at this point in time. Ridership for any rail service would not eliminate the need to widen the highway. However, the Report notes that rail service will in all likelihood be required in the future if NH is to maintain the level of mobility that is expected today. It is proposed that any widening of I-93 be done in such a manner as to retain the room for the possibility of a rail line in the highway corridor sometime in the future.
- Constructing high occupancy vehicle (HOV) lanes, as the ridership will not meet the threshold necessary to justify the lanes.

Currently the Department is in Phase III of the EIS development process. The DEIS document is scheduled to be available in March of 2002.

Other activities the Department is addressing include:

- A bike route or trail is being evaluated along I-93 corridor.
- Potential secondary impacts are being evaluated, which are different than direct impacts. Direct impacts are impacts to resources (i.e. wetlands, etc.) and properties, which are immediately related to the highway-widening footprint. Secondary impacts (which may happen as a result of making NH more accessible by widening the highway) occur when additional homes and businesses are developed creating its own environmental impacts. To study these secondary impacts, the Department is utilizing an Expert Panel. The panel of experts in the fields of land use, development and economic issues are being asked to answer questions relative to what the growth in NH might be if I-93 is widened or not widened.
- Over the past year, the Department has been working with local safety (police and fire) agencies, State Police, and the FHWA to consider what steps might be taken to improve incident management capabilities; that is, addressing accidents along I-93 in a more timely manner to minimize delays and congestion. Some measures have been implemented and other will be added over the next year to improve the incident management capabilities before construction, during construction, and after construction is completed along the corridor.

- The Department is also pursuing mitigation sites along the corridor. One site in Salem is under construction and nearing completion; a second site in Londonderry is under design and will be constructed next year. The Department is working with each of the communities along the corridor to identify additional sites that will be necessary to offset the highway widening impacts to the environmental resources.

Jeff provided an overview of public feedback heard from the various local meetings. That feedback focused on the need to:

- Begin widening construction as soon as possible.
- Minimize impacts to private properties.
- Construct sound barriers to screen and shield neighborhoods.

Jeff also noted that the public, in a broad sense, feels that a 4-lane widening should be done vs. the 3-lane widening, with the idea that a 3-lane widening would require additional widening soon after the 3-lane widening is complete.

The individual towns have also expressed their particular concerns relative to how the project affects their communities.

For Salem a primary issue has been that the project not exacerbate the flooding that occurs in the Town and within the Spickett River watershed today.

For Windham and Salem, a predominant issue has been the need to address water quality and highway runoff, especially with Canobie Lake and Cobbett's Pond located adjacent to the corridor. Windham is also very much interested in ways to reduce the overall footprint of the highway and the Exit 3 interchange.

In Londonderry and Salem, the neighborhoods have expressed concern about the proposed park and ride lots and the impacts on their quality of life. Various alternatives or means of minimizing impacts are being considered.

Plan Presentation:

Tony Grande presented the concept plans, including a regional perspective overview plan and a typical roadway cross-section plan for the 4-lane option which includes four 12' travel lanes and 12' wide shoulders on the inside and outside of each barrel. Tony noted that space (ranging from 60' to 90') for a potential future rail line is also being reserved within the median. The bike trail is conceptually depicted at the toe of slope or top of bank along the outside of the corridor from Exit 2 to Exit 5.

Tony also described a 400-scale plan showing the entire project limits beginning at the MA / NH state line and proceeding north to the I-93 / I-293 split in Manchester. The 400-scale plan depicts a 4-lane option, but a 3-lane option is also available. Tony briefly presented the various interchange and mainline options for the entire project:

- Exit 1, two interchange options: rehabilitate existing interchange ramps with substandard geometry; or reconstruct the ramps to improve geometry.
- Exit 2, two interchange reconstruction options: diamond type interchange configuration; or diamond type configuration NB and loop configuration for the SB ramps.
- Exit 3, a range of options that include: (potentially nine choices) various combinations of improvements for I-93 mainline, NH 111, and the NB / SB ramps.

- Exit 4, two mainline options: easterly widening option that retains the existing SB ramps; or westerly widening option, which requires reconstruction of the SB ramps.
- Exit 5, three interchange options: diamond interchange configuration with NH 28 on-line; or diamond interchange configuration with NH 28 off-line to the east of I-93; or diamond interchange configuration SB with NB interchange ramps realigned opposite Liberty Drive.

Tony noted that space for a potential future rail corridor is also being considered as part of this project. The rail line would begin in Massachusetts, either connected to the existing Manchester to Lawrence rail line or perhaps connected to a new line that would follow I-93 in MA to the Woburn Transportation Center. Space for a rail corridor would be reserved in NH for either option. In NH, the rail line begins along the west side of I-93 at the MA / NH state line and continues northerly until just north of Exit 1 where the rail line would cross into the median and continue inside the median, through Exit 5. North of Exit 5, the line would then be connected to the existing Manchester to Lawrence Branch to the west of I-93. This would provide the potential for a future connection to the Manchester Airport or downtown Manchester.

In addition, three new Park and Ride facilities are being proposed as part of the I-93 corridor improvements with facilities planned at Exits 2, 3 and 5.

Tony then described the proposed 200 scale improvement plans and options for the I-93 corridor in the Londonderry area. The plans depict both 3-lane and 4-lane layout options for the I-93 mainline.

I–93 Widening

Beginning in the vicinity of Fordway Lane, the NB and SB barrel widening shifts to the west to avoid impacts to a prime wetland along the east side of the highway at this location. Continuing further north, there are two options for widening I-93 between Kendall Pond Road through the Exit 4 interchange to Stonehenge Road.

Easterly Widening

The first option involves widening I-93 to the east. This alternative would retain the existing SB ramps by holding the westerly edge of the existing I-93 SB barrel with all widening of the SB barrel and construction of the NB barrel occurring to the east. By retaining the existing SB ramp infrastructure, the cost of ledge removal and traffic control is reduced. Also, the existing Exit 4 park and ride facility would not be impacted. The configuration of the NB ramps would be retained, but the ramps would be shifted to the east, reconstructed and lengthened to accommodate the highway widening. This option shifts the I-93 NB barrel closer to Wheeler Pond. No construction would be required in the pond, however, some impacts to the wetlands would occur. North of the Exit 4-interchange area, the widening continues to hold the westerly edge of the SB barrel. In doing so the federally protected apple orchard property is not impacted. This shift does impact a house on the westerly end of Red Lane and the pavement and loading area for two commercial buildings (Londonderry Commercial Center and Storm Commercial Park) along the westerly side of Londonderry drive. In the vicinity of Stonehenge Road, the widening of the highway and the bridges over Stonehenge Road occurs to the outside for both the NB and the SB barrels.

Westerly Widening

The second option involves widening I-93 to the west. This alternative would hold the easterly edge of the existing I-93 NB barrel and maintain the widening of I-93 to the west. This concept would shift away from Wheeler Pond and associated wetlands and the Beaver Brook wetland

area. The westerly shift will require the realignment and reconstruction of the existing SB on and off-ramps. The layout would require substantial rock removal for the reconstruction of the SB ramps. The realignment of the SB ramps would impact the existing park and ride facility and require reconstruction and development of replacement parking. Reconstruction and realignment of the SB ramps will also create substantial traffic control issues while trying to maintain traffic during the removal of the high rock adjacent to traffic. The configuration of the NB ramps would be retained, but the ramps would be reconstructed and lengthened to accommodate the highway widening. North of the Exit 4-interchange area, the westerly shift continues to hold the easterly edge of the NB barrel north from the Exit 4-interchange area. The federally protected apple orchard property would be impacted, but the residence and two commercial properties would not be impacted. A residence off Trolley car lane would be impacted. In the vicinity of Stonehenge Road, the widening of the highway and the bridges over Stonehenge Road occurs to the outside for both the NB and the SB barrels

NH 102

The proposed improvements for NH102 can be used with either the easterly or westerly I-93 widening options noted. NH 102 would be generally realigned south of existing NH 102. This would allow the use of the existing bridge to maintain traffic while the new bridge is completed. The new bridge will provide for 2-EB thru lanes, 2-EB left turn lanes, 2-WB thru lanes, a single WB right turn lane, 5-foot shoulders, and sidewalks. The westerly approach work can be completed in the vicinity of the existing NH 102 EB to I-93 SB on-ramp. The proposed NH 102 realignment will tie back to the existing alignment just west of the Burger King drive.

Ash Street / Pillsbury Road Bridge over I-93

The Ash Street / Pillsbury Road Bridge over I-93 would be replaced to accommodate the I-93 widening and the area in the median being preserved for future rail. Two options are under consideration. The first option is an “off-line” alternative that would realign and reconstruct approximately 2500 feet of Ash Street / Pillsbury Road to the south. The existing bridge would be used to maintain traffic during construction and removed after the traffic is shifted to the new structure. The second option is an “on-line” option. The existing bridge would be replaced in its existing location and a temporary detour bridge would be constructed to the south of the existing bridge to maintain traffic.

Stonehenge Road to Exit 5

Beginning at Stonehenge Road, the inside edges of the recently constructed bridges are being held as controls and the widening is towards the outside. The NB lanes are to be widened to the east and the SB lanes widened to the west. The NB barrel transitions from widening to the outside to widening to the inside by holding the outside edge as a control. The SB barrel continues to hold the inside edge as long as possible, until just south of the Exit 5 interchange. The space being reserved for the rail line ends just north of the interchange and the I-93 Rail Corridor is proposed to tie back into the existing abandoned rail line to the west.

Exit 5 to Londonderry / Manchester Town Line

North of the Exit 5 interchange in Londonderry, the layout for the NB barrel continues to hold the outside edge as a control with widening towards the median through the Londonderry / Manchester Town Line where it begins to transition into the NHDOT’s current Bodwell Road construction improvements. Since the rail line is not proceeding north of Exit 5, the SB barrel transitions back to the existing SB barrel holding the inside edge as a control. The SB

barrel is widened towards the outside (westerly) edge through the Londonderry / Manchester Town Line where it then transitions into the current Bodwell Road improvements.

Exit 5 Interchange Concepts

Three different concepts have been developed for the Exit 5-interchange area. Concepts 1 and 2 represent the same general diamond-type configuration that exists today while Concept 3 proposes relocating the NB ramps. All three of the concepts reflect the same design from the SB ramps to the west.

The SB ramps would have the same general configuration as exists today however they would be lengthened and widened with additional turn lanes. A short section of Perkins Road will be reconstructed. The major differences between the three concepts occur east of the SB ramps.

Exit 5 Concept 1 – NH 28 On-Line Reconstruction

This alternative referred to as the On-Line option holds the eastern edge of NH 28, southeast of the Exit 5 interchange, and widens NH 28 to the west towards I-93. The NH 28 / Liberty Drive intersection would be signalized and widened to accommodate turning lanes. A raised median island is proposed along NH 28 in front of Auburn Road to force left turning traffic to use the signalized intersection at Liberty Drive and then travel along Independence Drive to get to Auburn Road. Access at the Auburn Road / NH 28 intersection would accommodate right turns into Auburn Road from NH 28 and right turns out of Auburn Road onto NH 28, only. The NB ramps would maintain the same general configuration that exists today however they would also be lengthened. This option would have four coordinated / signalized intersections along NH 28 located at Liberty Drive, the SB ramps, and the NB ramps and at Symmes Road to accommodate Park and Ride lot access.

Exit 5 Concept 2 – Relocated NH 28

This alternative is referred to as the Relocation option because a section of NH 28 between the NB Ramps and Liberty Drive is relocated to the west. This option would require the acquisition of the Dunkin Donuts / Sunoco Gas Station. In addition, a section of the old NH 28, remaining from the relocation, would need to be dead-ended with access provided via Auburn Road. The main difference between Concept 1 and Concept 2 is the relocated section of NH 28 and the required property acquisition. All other design aspects are basically the same as Concept 1.

Exit 5 Concept 3 – Relocated NB Ramps

This alternative relocates the NB ramps approximately 1000 ft. further to the south opposite the Liberty Drive extension. This would eliminate one signal along NH 28 as proposed under Concepts 1 and 2 and also reduce the pavement width directly under the I-93 overpass bridges from a six-lane section down to a five-lane section. All other design aspects are basically the same as Concept 1 including the access with Auburn Road.

Exit 5 Park and Ride

Two locations have been evaluated for potential park and ride locations at Exit 5. Two locations (Location #1-Waste Management Transfer Station and Location #2-Exxon, Cycle World and Rehabilitation Facility) are in the northwest quadrant of the Exit 5 interchange. Both locations would have access from (right-turn in and right-turn out) NH 28 and from a drive connecting to an improved (signalized) Symmes Road. Also, based on input received from the residents and the Town, the Perkins Road option has been set aside and left as a potential site.

Sound Barriers

Noise barrier locations being evaluated in Londonderry include:

- I-93 SB near Charleston Avenue
- I-93 SB near Trolley Car Lane
- I-93 NB near Seasons Lane

Property Acquisitions (excluding out buildings)

Tony identified the locations of the various homes and businesses that may be acquired in Londonderry as part of the highway improvements through this segment. The total number of acquisitions would vary depending upon which options they include:

I-93 East Widening	Reo Lane (1 ho.); Recor Trading (1 Com.)	1 Ho.; 1 Com.
I-93 West Widening	Sta. 1690 SB (1 ho.); Recor Trading (1 Com.)	1 Ho.; 1 Com.
Exit 5 NH 28 Concept 2	NH 28 Relocation, Sunoco/Dunkin Donuts	1 Comm.
Exit 5 Park and Ride- #1	Waste Transfer Station	1 Comm.
Exit 5 Park and Ride-#2	Exxon, Cycle World, Rehab Center	3 Comm.

Bike Trail

A bike trail is also shown in a very conceptual format along the I-93 corridor. The bike trail would begin at the Exit 2 park & ride lot and fit into the highway construction running northerly to the Exit 5 area. Potential connectivity to local roads, park and ride lots, and the regional bike network is being considered. Through the Exit 4 area, the path would continue to parallel the eastern edge of the NB barrel up to Fordway Lane and then cross over to parallel the western edge of the SB barrel. The trail would continue north and cross NH 102, have access to the park & ride lot and continue north along the SB barrel. At Pillsbury Road, depending on the east or west widening, the trail would be placed on the same side where the widening will take place.

Tony noted that currently the Department feels that the preferred alternative, based on the information at this time, would be to construct four lanes along I-93 from Salem to Manchester. Also through Londonderry, the preferred alternative would be to construct the easterly shift of the I-93 mainline through the Exit 4 area; construct the "on-line" option to replace the Ash Street/Pillsbury Road Bridge over I-93; and construct the NH 28 on-line option with diamond interchange (Option 1) at Exit 5.

Matrix and Handouts

Tony then described the tables and graphics provided as handouts, which include: 1000 scale color plans of the various improvement options for the four-lane widening of I-93. The handouts also include a summary matrix for both the 3-lane and 4-lane alternatives. The project was split into six segments reflecting the various options along the I-93 corridor. The matrix was developed to better understand how one segment/option compares against another segment/option with respect to environmental and socio-economic impacts. The matrix can also be used to total the impacts for the entire corridor. Tony noted that the matrix is just a quick reference of impacts and cannot really tell the true story of each option without the supporting text, which will be included in the DEIS document.

Wetland Mitigation

Bill Barry explained that as part of the federal guidelines for projects like this the Department is required to mitigate impacts to wetlands. As such the process has begun to identify possible wetland mitigation sites to offset impacts resulting from the project improvements. Bill noted that the total number of wetlands impacted for the project from Salem to Manchester is in the range of 53 to 74 acres. In the Town of Londonderry the wetland impacts range from 15 to 23 acres. Both the quantity and the quality of wetland impacts need to be identified and compensated for. The quality of the wetlands in Londonderry range from moderate to moderately high. Three major functions and values of the existing wetlands are identified which helps in determining the quality of the wetland. They include flood flow alteration (storage), water quality treatment function, and wildlife habitat.

As directed by the Resource Agencies, the project must provide compensatory mitigation to compensate for the impacts. The mitigation is essentially made up of four forms:

- Wetland restoration, which in effect restores previously, filled wetlands.
- Enhanced wetlands, by planting different plants or by changing the hydrology of existing wetlands.
- Wetland creation, which creates wetlands out of upland or dry land area.
- Preservation, which includes preserving existing wetland and an adjacent upland. Preservation is popular to the local communities because the property is preserved in perpetuity and managed by the community or some other environmental agency.

Bill described a handout identifying 37 potential mitigation sites of which perhaps a few will be selected to provide some types of compensatory mitigation for the project. Eleven sites are located in Londonderry three locations are creation type-sites and eight sites are preservation type-sites. Two sites of the 37 are already included in the Department's advance mitigation areas one is in Londonderry. Bill explained that the locations need further evaluation and discussion with the communities and Resource Agencies as to which sites best serve the mitigation package. Bill noted that the process is flexible and welcomed input on the current list or the addition of other sites.

Schedule:

Jeff Brillhart noted that another round of meetings would be held in February and March with similar format to this one with the intent to further identify the Department's preferred alternative prior to the Public Hearing. The DEIS will be published some time in March. The Public Hearing is tentatively schedule for April or May of next year. The Final Environmental Impact Statement is scheduled for completion by the end of 2002. Construction is scheduled to begin in 2004.

Comments/Questions:

Janusz Czyzowski:	The plans indicate that the Department is not proposing any improvements to the Auburn Road and Independence Drive intersection. Recently, the Town approved a new development site at that location. With the Department's proposed change in access to the NH 28/Auburn Road intersection, I think that there should be some modifications to the Auburn Road/Independence Drive intersection.
Jeff Brillhart:	The Department agrees. We will develop appropriate improvements there.
Comment:	Will the traffic flow on NH 28 be any better?
Tony Grande:	For NH 28 today, traffic conditions are very poor during commuting hours. As part of the I-93 widening and interchange improvements, the Exit 5 interchange and NH 28 will be reconstructed. Six lanes are proposed in the

interchange area, two through lanes and a left turn lane in each direction; the ramps will be lengthened and widened to improve storage and turning for vehicles. Beyond the interchange area NH 28 will be widened with signals at Liberty Drive and at Symmes Road to improve traffic flow.

Comment: Can we assume that what is shown on the plan is the preferred location for the Park and Ride?

Tony Grande: The plans actually show two park and ride locations in the NW quadrant of the Exit 5 interchange. The actual location has not yet been determined, but the main access to the lot will be from Symmes Road.

Comment: I have a concern about the Perkins Road access to Rockingham Road. Will that change?

Tony Grande: We will be constructing some additional width along Perkins Road to provide left and right turn separation for traffic exiting Perkins Road. The intersection is not proposed to be signalized at this point in time. (Conduit will be installed to allow for future signals, if they become necessary.)

Comment: Do the traffic numbers include the increase in traffic volumes because of the Manchester Airport?

Tony Grande: The airport as a generator is included in the traffic model. Major developments that we know of, as well as other highway improvements, are also included.

Comment: We need to get more people to carpool and having a separate lane for car-poolers would get people to carpool.

Jeff Brillhart: To some extent this is true. The merits of High Occupancy Vehicle (HOV) lanes are based on minimum and maximum thresholds. Too many cars in the HOV lane and the lane is over taxed and becomes like a general use lane. If there are too few cars in the HOV lane then the motorists in the general use lanes will question the need for the HOV lane and suggest we turn it into a general use lane. From the Department's standpoint, we don't foresee widening I-93 again. Four lanes in each direction is all the highway will likely ever be. When demand exceeds capacity again, we will need to revisit the idea of HOV lanes and we will need to look at other modes of travel. That is why every highway widening layout from Exit 5 south, down to the state line, provides room for a train in the median. Right now, rail does not generate enough ridership to justify constructing rail. In the future that may change.

Comment: Regarding the Park and Ride at Exit 5, when will that location be finally decided upon?

Jeff Brillhart: We need to continue to work with Waste Management and the Town of Londonderry before making a decision. Waste Management is very concerned about their property being used as a park and ride lot, and that is why we have looked at an alternative. Our preference would be to put the Park and Ride lot on their property. They feel they will have difficulty in finding a new site with good access to I-93. At the Public Hearing in May, we will make a recommendation as to the final location. The Special Committee made up of Executive Councilors will make the decision based on the feedback from the Hearing.

Comment:	For those of us that live off of Perkins Road, how do we influence the selection?
Jeff Brillhart:	Send us a letter or attend the meetings and give us your feedback.
Comment:	Do we need a park and ride lot at Exit 5 at all?
Jeff Brillhart:	The Department feels that Park and Ride lots are necessary along the I-93 corridor; we need to develop other modes of transportation. The bus providers feel that a Park and Ride lot at Exit 5 will probably have the greatest amount of ridership of them all.
Andre' Garron:	I believe it would be the Town's position to support having the Park and Ride on the Waste Management site. The westerly site would have more property impacts and is not as desirable.
Andre' Garron:	Can you describe where the Sound Barriers may be constructed along I-93 between Exits 4 and 5?
Tony Grande:	The barriers would be located along I-93 SB near Charleston Avenue, I-93 SB near Trolley Car Lane, and I-93 NB near Seasons Lane.
Comment:	This proposal doesn't include provisions for the proposed Exit 4A?
Jeff Brillhart:	No, the plans do not show that conceptual interchange layout. The Department has been working with the Towns of Derry and Londonderry to coordinate what they are proposing to do regarding an Exit 4A. As the plans become more defined we will need to coordinate the layout and the actual construction.
Comment:	Is there a possibility that a Park and Ride lot could be constructed at Exit 4A instead of Exit 5?
Jeff Brillhart:	That is a possibility. I think that does need to be considered. I don't know if the Towns of Londonderry or Derry have considered that idea.
Comment:	Can you describe what type of barriers you are planning to put up?
Charlie Hood:	The Department has been looking at different types of barriers. At this point in time, however the sound barriers for this project would be very similar to what is being constructed at the I-93/Bodwell Road project, which are concrete posts with pressure-treated wood slats between the posts.
Comment:	Are there plans for a Bike Path along the corridor?
Tony Grande:	We are looking at bike paths from Exit 2 to Exit 5. Through the Londonderry area and beyond Fordway Extension, the path is along the west side of the roadway and provides a connection to the existing Park and Ride at Exit 4. We continue along the west side of the roadway to Pillsbury Road where the path crosses to the east side of I-93 across the bridge. To the north, the path stays along the east side until the Stonehenge Road overpass where the path crosses back to the west side of I-93 providing access to the Park and Ride at Exit 5. The path is conceptual at this time. We will be developing a preferred path layout with the preferred highway alternative.
Jeff Brillhart:	I would also mention that the Department has another bike path study underway, from Concord to the State line. This study will be looking at all the possibilities in a north-south direction, whether it is a new path layout adjacent to I-93, using the shoulder along existing roadways, using

	abandoned rail corridors, or perhaps a combination of all. The layout will depend on where needs are and what makes most sense.
Comment:	Of the potential Londonderry wetland mitigation sites, how will they be selected?
Jeff Brillhart:	Just like everything else, there are pros and cons with all wetland sites and which sites make the most sense will have to be determined. The Department will have its opinion, as will the Resource Agencies, the communities and property owners. We will try and determine a number of sites that meet the project mitigation needs and then come to terms with which sites to finally pursue. The intent is to identify enough locations so that we will have enough mitigation sites to get a permit.
Comment:	For the conceptual mitigation sites that border the potential bike paths, is there an opportunity to utilize those sites as a passive recreation area as well a preservation area?
Jeff Brillhart:	Passive recreation may be acceptable; active recreation (i.e., ball fields, etc.) will likely be unacceptable.